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The Hague conference appears to be merely waiting for burial.

If the news concerns soviet Russia and comes via Copenhagen, take it with a grain or two of salt.

Someone expresses himself in favor of a coal reserve for New England. He has about everybody on his side.

The candidate list in the first district is likely to close with the announcement of Fleetwood's entry. Vilas vs. Fleetwood it will be in all probability.

The interstate commerce commission has given the Pennsylvania railroad the authority to take over another railroad on a 999-year lease. That looks a little like mortgaging the future.

Switzerland is experiencing the coldest July in many years, the favorite sport of mountain climbing being interdicted because of the heavy snowfalls even on some of the lower mountains. Meantime Vermonters are climbing the mountains of their own state to escape the excessive heat. It takes all kinds to make the world.

Promotion of Charles T. Pierce to be chief clerk of the state automobile department attached to the secretary of state's office following a period of service as an inspector in the department gives the office a man who has had considerable experience in various phases of the work and ought to make for efficiency in the department.

The somewhat strenuous life of a college president is indicated by the fact that Pres. Angell of Yale university has been in a hospital at New Haven for some time, suffering from the nervous strain incident to commencement week at his institution. The demands made upon the modern college president are so numerous and so exacting as to make the position of college president half a century ago seem like an easy proposition in comparison. No doubt, too, the nervous strain on Pres. Angell was accentuated by the fact that he was virtually a newcomer and was feeling somewhat the strangeness of his surroundings. A college president of the present day has to be a many-sided individual to measure up to the requirements imposed upon one in that position.

Summer baseball in Vermont is being carried on with the usual disappointments and financial troubles. The first Burlington team, composed largely of college players, has been forced to disband because of lack of support although putting up a superior brand of baseball; the Rutland team has withdrawn from the Rutland county league because of rapidly increasing debt; and the managers of other teams are exhorting the public to "stand loyal" in order that their teams may continue to play the game during the summer. It is the same trouble—too much overhead, if the salaries of the players can be named in that classification. Vermont cannot support expensive baseball; that has been proven time after time. Present experience of small towns in maintaining good teams and furnishing plenty of sport is further evidence. In the small towns the expense account is cut to the bone, and thereby the teams are enabled to escape the

financial reverses of the towns which make more pretensions.

One of the fine features in connection with the flood at Willimansett, Mass., was the prompt and generous response made by people of the surrounding cities and towns to relieve the suffering of the large number of people who were driven out of their homes by the rushing waters and were more or less dependent upon public charity for their immediate needs. In the nearby cities considerable sums of money were raised very soon after the needs of the population of Willimansett became known so that the real suffering from the ravages of the flood was not very severe albeit the loss and discomfort were great. It will take Willimansett people a long time to recover from the results of the flood but they may rest assured that in the meantime they will not want for the essential things of life, thanks to the generosity of their neighbors. The helpful spirit was most hopeful of American life.

A SHERIFF WHO GAVE UP LIFE FOR LAW ENFORCEMENT.

Herrin, Ill., moved over temporarily into West Virginia and moved back again when it found a sheriff with spunk and willing to sacrifice his own life in the defense of law and order. Sheriff H. H. Duval, who led a little band of deputy sheriffs against a large crowd of trouble-makers bent on attacking a mine at Clintonsville, went down before a bullet but the cause which he represented triumphed under the leadership of a son who promptly was designated as sheriff on the death of the older man. The affair at Clintonsville, W. Va., was slight in comparison with the slaughter at Herrin, and the lesser nature of the affair was no doubt due to the courageous action of the sheriff in the face of great odds numerically. The occurrence is greatly to be deplored and is out of tune with the spirit of the United States and of American institutions. When a strike cannot be won without resort to bloodshed, sabotage and wanton destruction it does not deserve to win; and it blackens its cause and weakens its chances by descent to such methods.

CURRENT COMMENT

Cold Milk.

"Keep the milk cold" urges a doctor who edits a health column. In saying this he echoes the opinion of all good doctors, and of the dairy division of the United States department of agriculture. The federal experts consider the preservation of milk at a low temperature so vital a matter to the public health that every spring a bulletin is issued to dairy men, drivers and dealers, impressing upon them the necessity for keeping their product at a temperature of 50 degrees or less, and describing practical ways for doing it. It is to the credit of most of the milk handling fraternity that they observe the necessary precautions. The householder, however, frequently fails in attention to this all-important detail. Then, when the milk sours and the baby falls ill the dealer who actually furnished the stuff in good condition is blamed.

Where milk is delivered at the private house arrangements should be made for having the milk man put it directly into the refrigerator or into a small ice box fitted up especially for this purpose. Where such arrangements are impractical the customer should see to it promptly himself, even though such care involves rising at dawn to take the milk in.—Concord Monitor.

Greene Has Made Good.

Frank L. Greene must have returned to his home for the summer recess with greater peace of mind than the majority of his colleagues who, like himself, must render an accounting to their constituents in early fall. But unlike his colleagues, Mr. Greene will not have to wait until the primary vote for the approval of his work. He is already assured of the encomium of his services as a representative in the general, hearty endorsement of his candidacy for the greater honor of a seat in the Senate. Mr. Greene need not fear defeat for the Senate. His record in the lower branch of Congress has been to consistently good to permit another to



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use much of it against him. It is the experience. Vermont has no layman with as great big legislative experience as Frank L. Greene and none of Congress with as intimate a knowledge of the nation's business. Mr. Greene has been tried and not found wanting, and is deserving of the honor that is greater.—Ludlow Tribune.

A HIGHWAY FOR TRUCKS

New Road Proposed From Bridgeport, Conn., to N. Y. State Line to Be Restricted to Freight Autos.

The Connecticut highway authorities have begun surveys for a highway from Bridgeport to the New York State line, which, if it is constructed, will be restricted to the exclusive use of motor trucks. The route will practically parallel the Boston post road, and it is confidently believed by the officials of Connecticut that if the construction of the road is authorized New York state will build a continuation of it to New York City. The United States bureau of public roads is said to be in favor of the enterprise. Freight transportation by truck has reached such volume that for several years there has been serious congestion on the Boston post road. It is declared by Motor Travel that 10,000 vehicles make use of this highway every day. Of these, 2,000 are commercial motor trucks. There is no indication that the number of vehicles will be reduced; on the contrary, there is every reason to expect it will be increased. When good times come and the industrial plants in the country tributary to the Boston post road and a running at top speed the transportation problem will be more difficult than it has been in the slack times through which the country has been passing.

The use of motor trucks in the Connecticut factory district has cost the railroads hundreds of thousands of tons of freight. The proposal to build a highway especially for the trucks will bring up in concrete form questions of taxation and franchise rights that have already been raised but have generally been ignored. The railroads pay great sums in taxes for the right to the transportation business of the country. Heretofore the competitive truck companies have generally escaped this burden. If a highway for the trucks is built out of the public treasuries the railroads will of course help to pay for its construction and maintenance, unless some way is found to put its cost on its users.

Toll roads have fallen into unpopularity in the United States, yet the virtue embodied in the principle on which they were constructed is recognized in such imposts as the car tax paid by trolley corporations for the use of public bridges and in the tolls to be charged for use of the tunnels from New York City to Jersey City. Perhaps in some adaptation of the toll system will be found a means to distribute fairly the cost of highways for freight. This would meet the objection often raised to use of highways in one state by gainfully employed vehicles owned by residents of another state.—New York Herald.

Economizing Time.

Enthusiastic but often balked garden to next-door-neighbor—Here Jenkins, just hand these seeds to your hens with my compliments—it will save their coming over after them.—Boston Transcript.

Peptona

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NORTH FAYSTON

C. J. Nelson's Auto Considerably Damaged in Collision With Dr. Kent's.

Considerable excitement was stirred up Wednesday last week when two automobiles came together around the noon hour in front of the home of Hugh Henry. The owners of the cars were Dr. Kent of Waitsfield and C. J. Nelson of this place. Dr. Kent was making a professional call at the home of Raymond Whally and C. J. Nelson was on his way to Montpelier with Ore Wrisley and James Somerville.

One front wheel of the Nelson car was torn off and smashed, the spokes flying in all directions. The mud guard and running board were torn off from the body of the car and there were other minor damages. The auto went several feet before it was stopped and it was turned across the road. The occupants were frightened, but not hurt. The car of Dr. Kent was somewhat damaged, but he was able to proceed on his way.

A large number of visitors were in town Sunday, among them Mr. and Mrs. George Thayer and Miss Thayer, sister of George, of Waterbury; Mr. and Mrs. Will Hathaway and Miss Gladys Newton of Moretown and Milford Grandfield of Waitsfield.

Mr. and Mrs. James Nell and children of Waitsfield were in town Sunday.

Miss Bessie Hoffman of Waitsfield was at the home of her parents over Sunday.

Mr. and Mrs. Everett Perkins and Mr. and Mrs. John Hoffman of Waitsfield were over-Sunday visitors at the home of Mr. and Mrs. Nathan Dunbar.

Mr. and Mrs. Charles Wheeler went to Warren Saturday to visit their daughter, Mrs. Walter Corliss.

BETHEL

Mrs. Lottie McGeech of Dorchester, Mass., is visiting her sister, Mrs. John L. Parrott.

Mrs. G. E. Burrell, with her four children, accompanied her sister, Mrs. D. D. Smith, and Mr. Smith home to Lowell, Mass., yesterday.

Prin. and Mrs. E. L. Miller of Detroit are guests of Mrs. Adeline Burnett.

Miss Adeline Chamberlin, aged 86 years, is spending the week with her friends, Mr. and Mrs. Hugh C. Wilson. About 20 local people are being drilled twice a day for a musical comedy to be given Thursday and Friday evenings at the town hall under the auspices of the Easter Star.

William Mentley of Gowanda, N. Y., is with his son, Harry W. Mentley, for a visit.

Mrs. Emma Savage is recovering from a few days' illness with bronchial pneumonia.

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